



## MEMORANDUM

**TO:** Mayor and City Council

**FROM:** Robert D. Goode, Assistant City Manager

**CC:** Marc A. Ott, City Manager  
Rob Spillar, Austin Transportation Department  
Howard Lazarus, Public Works Department

**DATE:** December 11, 2015

**SUBJECT:** Resolution No. 20150618-093 – Capital Metropolitan Transit Authority ¼ Cent Funds

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### Purpose

The purpose of this memorandum is to communicate the status of the above referenced resolution. The resolution directed staff to provide a list of projects to the Mobility Committee, who would then forward a recommendation to the full Council. The staff recommendation was presented to the Mobility Committee on November 16, 2015. The Mobility Committee took action and passed a resolution that will be forwarded to the full Council for consideration at your December 17, 2015 meeting.

Since the Mobility Committee briefing, staff has worked directly with the Mayor and Council offices to gather additional feedback on their respective priority projects. This process has included meeting with Council offices to discuss the staff recommendation in relation to Council member priorities.

Provided below is a summary of the initial project development process and staff recommendation.

### Summary

The Interlocal Agreement between the City and Capital Metropolitan Transit Authority (CMTA) specified that any improvements proposed for CMTA ¼-Cent funding enhance regional mobility; support public transit; provide leverage for federal or private funds; add to an existing program; or expedite a critical mobility project. Resolution 20150618-093 also directed that ¼-Cent funds be used in these types of improvements, as well as those that address the following purposes: transportation safety, improved access to schools, new traffic signals, existing infrastructure needs, traffic calming, and improved access to transit. The initial ¼-Cent Funding was approximately \$139.5 million dollars, of which \$21.8 million remains to be programmed. The following staff recommendation (Attachment 1, Quarter Cent Funding Staff Recommendation) for use of ¼-Cent funds was developed using the Quarter Cent Mobility Project Development Process (Attachment 2). The staff recommendation can be summarized as follows:

<b>Table 1: System Improvements, Council Member Top Priorities, &amp; Grouped Mobility Projects Around Schools and Transit</b>		
<b>Distribution</b>	<b>Sum of Cost</b>	<b>% of Total (\$21.8M)</b>
System Improvements ( <i>see Table 3 for distribution of funds by program</i> )	\$6,769,000	31%
Council Member Top Priorities and Grouped Mobility Projects Around Schools and Transit ( <i>see Table 4 for distribution of funds by program</i> )	\$14,966,200	69%

<b>Total</b>	<b>\$21,735,200</b>	<b>100%</b>
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<b>Table 2: Distribution of Total ¼-Cent Funds by Program</b>		
<b>Program</b>	<b>Sum of Cost</b>	<b>% of Total (\$21.8M)</b>
Active Transportation (Bicycle Facilities)	\$1,678,120	8%
Advanced Transportation Management System	\$2,704,000	12%
Arterial Streets Geometric Improvements Program	\$1,650,000	8%
Capital Metro	\$200,000	1%
Local Area Traffic Management	\$154,200	1%
Sidewalk Program	\$7,483,880	34%
Signals Program	\$3,490,000	16%
Travel Demand Management Program	\$1,000,000	5%
Urban Trails Program	\$3,375,000	16%
<b>Total</b>	<b>\$21,735,200</b>	<b>100%</b>

## Analysis

Staff from the Austin Transportation Department (ATD) and Public Works Department (PWD) developed a General Comprehensive Mobility Project Development process that can be adapted per the parameters of funding sources. Based on the direction given to staff in the Interlocal Agreement and Council Resolution, specific planning filters and prioritization factors were developed for the ¼-Cent Funding source to narrow the mobility needs assessment to specific project candidates (see Attachment 2: Quarter Cent Mobility Project Development Process).

The filtering and prioritization factors included mobility infrastructure needs within the overlap of school and transit stop service areas (0.25 mile), as well as needs within completed Corridor Mobility Preliminary Engineering Reports. Quantitative prioritization factors included improvements recommended within adopted Small Area Plans (Neighborhood Plans, etc.); improvements within a center or corridor identified by the Imagine Austin Comprehensive Plan; high traffic crash areas; whether improvements serve a critical arterial; and improvements on a MetroRapid Bus Service Route. Staff also considered specific requests made by Capital Metro.

In August and September of 2015, ATD and PWD staff met with the Mayor, Council Members, and their respective staff members to discuss the process, solicit feedback about the process, and inquire about Citywide and/or Council District-specific priorities. During this process the Council Member Top Priorities category was established based on eligible project candidates that did not fall within the filtering parameters.

## Staff Recommendation

The tables below illustrate the distribution of recommended projects by System Improvements versus Council Member Top Priorities and localized Grouped Mobility Projects Around Schools and Transit. The full list of project candidates for ¼-Cent funds, including Council priorities and staff recommendations is provided in Attachment 1: Quarter Cent Funding Staff Recommendation

<b>Table 3: System Improvements by Program</b>		
<b>Program</b>	<b>Sum of Cost</b>	<b>% of Total</b>

		<b>(\$6.8M)</b>
Active Transportation	\$600,000	8.86%
Advanced Transportation Management System	\$964,000	14.24%
Signals Program	\$830,000	12.26%
Travel Demand Management Program	\$1,000,000	14.77%
Urban Trails Program	\$3,375,000	49.86%
<b>Total</b>	<b>\$6,769,000</b>	<b>100.00%</b>

**Table 4:** Council Member Top Priorities and Grouped Mobility Projects Around Schools and Transit by Program

<b>Program</b>	<b>Sum of Cost</b>	<b>% of Total (\$15M)</b>
Active Transportation	\$1,078,120	7.20%
Advanced Transportation Management System	\$1,740,000	11.63%
Arterial Streets Geometric Improvements	\$1,650,000	11.02%
Capital Metro	\$200,000	1.34%
Local Area Traffic Management Program	\$154,200	1.03%
Sidewalk Program	\$7,483,880	50.01%
Signals Program	\$2,660,000	17.77%
<b>Total</b>	<b>\$14,966,200</b>	<b>100.00%</b>

As noted in the Attachment 2: Quarter Cent Mobility Project Development Process, approved projects for ¼-Cent funding will be coordinated with other planned work by the City, state-franchised utilities, and private development to maximize dig-once coordination opportunities. A change control process will be established in the case where approved projects by City Council have constructability conflicts and/or underruns, receive grant funding, and/or can be incorporated by another project.

The process and staff recommendation was presented to both the Urban Transportation Committee on Tuesday, November 10, 2015 and to the Mobility Committee on Monday, November 16, 2015 (Attachment 3: Quarter Cent Funding Overview and Staff Recommendation Presentation).

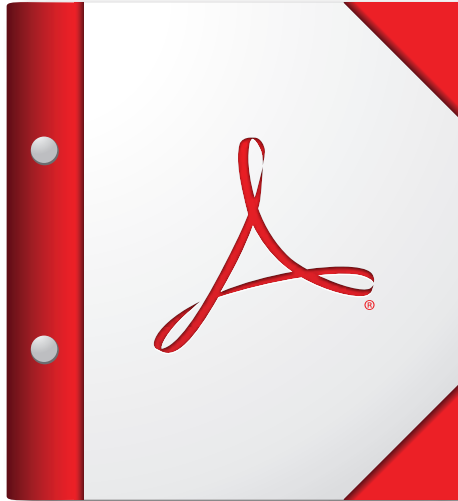
**Attachments:**

**Attachment 1:** Quarter Cent Funding Staff Recommendation

**Attachment 2:** Quarter Cent Mobility Project Development Process

**Attachment 3:** Quarter Cent Funding Overview and Staff Recommendation Presentation

**Attachment 4:** Staff Recommendation by District



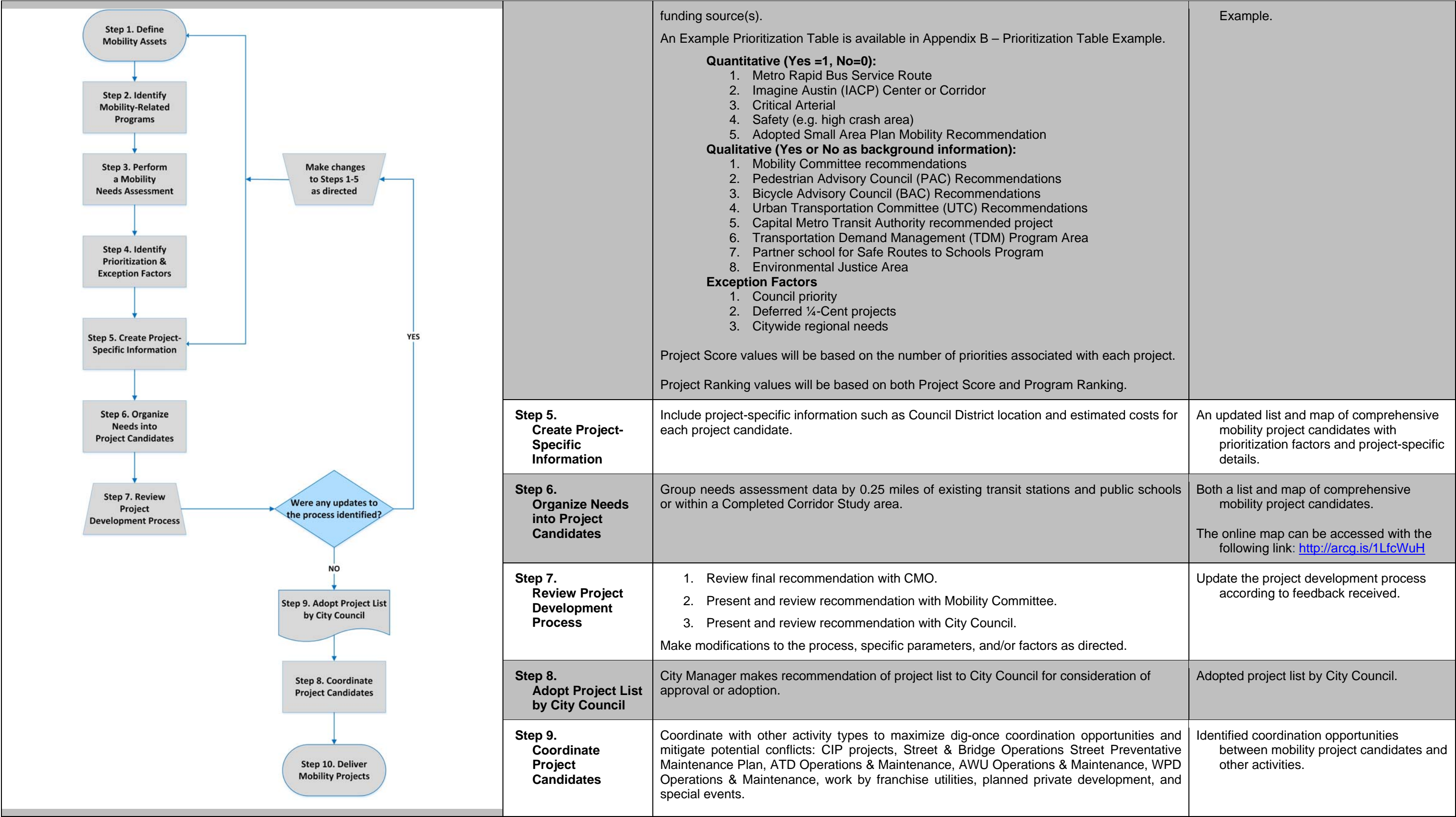
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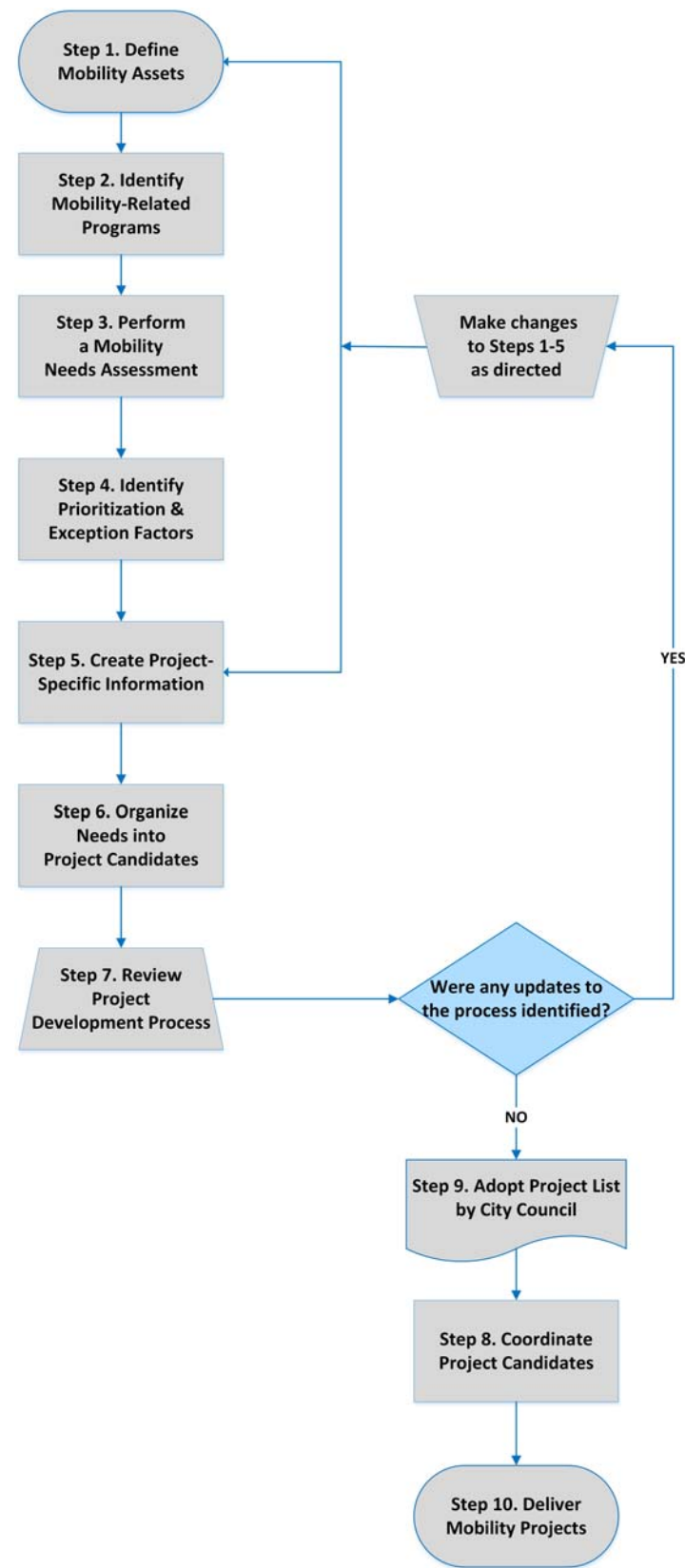
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Comprehensive Mobility Project Development Process – Capital Metro ¼-Cent Fund – Analysis

Transportation & Mobility projects that meet the following criteria: enhances regional mobility; supports public transit; provides leverage for federal or private funds; adds to an existing program; and expedites a critical mobility project.

Project Development Flow Chart	Process Step	Details	Deliverable
<pre>graph TD     S1([Step 1. Define Mobility Assets]) --&gt; S2[Step 2. Identify Mobility-Related Programs]     S2 --&gt; S3[Step 3. Perform a Mobility Needs Assessment]     S3 --&gt; S4[Step 4. Identify Prioritization &amp; Exception Factors]     S4 --&gt; S5[Step 5. Create Project-Specific Information]     S5 --&gt; S6[Step 6. Organize Needs into Project Candidates]     S6 --&gt; S7[Step 7. Review Project Development Process]     S7 --&gt; D1{Were any updates to the process identified?}     D1 -- YES --&gt; S1     D1 -- NO --&gt; S9[Step 9. Adopt Project List by City Council]     S9 --&gt; S8[Step 8. Coordinate Project Candidates]     S8 --&gt; S10([Step 10. Deliver Mobility Projects])</pre>	<b>Step 1. Define Mobility Assets</b>	<p>Identify the assets that contribute to the improvement of the pedestrian, bicycle and street networks:</p> <ul style="list-style-type: none"><li>• Sidewalks</li><li>• Curb Ramps*</li><li>• Urban Trails</li><li>• Right-of-Way Vegetation*</li><li>• Bicycle Facilities and Bicycle Parking</li><li>• Signals and Pedestrian Hybrid Beacons</li><li>• Roadway Geometric Improvement Assets</li><li>• Advanced Transportation Management System Assets</li></ul> <p>*These assets will be coordinated during the project scoping phase for individual project candidates.</p>	A list of potential asset types to be improved as part of the Comprehensive Mobility Projects.
	<b>Step 2. Identify Mobility-Related Programs</b>	<p>Identify departmental programs that manage mobility assets and prioritize infrastructure needs according to ¼-Cent funding criteria. Note that program definitions are available in Appendix A –Definitions of Mobility Programs.</p> <p>PWD Programs:</p> <ul style="list-style-type: none"><li>• <a href="#">The Sidewalk Program</a></li><li>• <a href="#">The Urban Trails Program</a></li><li>• <a href="#">Safe Routes to Schools Program*</a></li><li>• <a href="#">Street Preventative Maintenance Program*</a></li><li>• <a href="#">Neighborhood Partnering Program</a></li></ul> <p>ATD Programs:</p> <ul style="list-style-type: none"><li>• <a href="#">Arterial Streets Geometric Improvements Program</a></li><li>• <a href="#">Active Transportation Program</a></li><li>• <a href="#">Local Area Traffic Management Program</a></li><li>• <a href="#">Signals – Rehabilitation &amp; Replacement Program</a></li><li>• <a href="#">Railroad Crossing Improvements Program</a></li><li>• <a href="#">Transportation Demand Management Program</a></li><li>• <a href="#">Advanced Transportation Management System Program</a></li></ul> <p>*These programs will be coordinated during the project scoping phase for individual project candidates.</p>	A list of defined mobility-related programs.
	<b>Step 3. Perform a Mobility Needs Assessment</b>	<p>Perform a geospatial analysis of overlapping asset needs identified by the Mobility-Related Programs in order to determine program scores and rankings.</p> <p>A Program Score is the original project score within identified program, relative to other projects in that program.</p> <p>The Program Ranking is determined by the priority ranking within the identified program.</p>	<p>Mobility Needs Assessment map for ¼-Cent funding.</p> <p>The online map can be accessed with the following link: <a href="http://arcg.is/1Uw6TR">http://arcg.is/1Uw6TR</a></p>
	<b>Step 4. Identify Prioritization &amp; Exception Factors</b>	<p>Perform a geospatial and temporal analysis to score and rank project candidates based on prioritization and exception factors. Prioritization factors may be quantitative or qualitative, and exception factors will be considered. Exception factors fall outside of the prioritization factors and may include projects that have unique circumstances and meet the spirit of the</p>	<p>Both a list and an online map of comprehensive mobility project candidates with prioritization factors.</p> <p>See Appendix B for a Prioritization Table</p>





### Step 10. Deliver Mobility Projects

After project candidates are selected, the Public Works Department will determine the project delivery method.

1. A Project Manager from the Public Works Department will be assigned.
2. Work will be assigned to in-house crews first.

Construct Mobility Projects in areas that will not be disturbed for 5 years or more.

## Appendix A – Definitions of Mobility Programs

### **PWD Programs:**

#### The Sidewalk Program

The Sidewalk Program consists of Capital and Operation & Maintenance programs that addresses infrastructure in the pedestrian network, such as sidewalks, curb ramps, safety features such as hand railings, and curb and gutter improvements as needed to support pedestrian infrastructure. These programs provide access to public facilities, remove obstructions, and address the absence of curb ramps in accordance with the requirements of the Americans with Disabilities Act (ADA).

The Citywide Sidewalk Improvement Program is a Capital program that implements the City of Austin Sidewalk Master Plan and ADA Transition Plan by constructing new or rehabilitated sidewalks. The City of Austin Sidewalk Master Plan identifies absent sidewalk and provides prioritization of those absent sidewalks on several criteria identified in the Master Plan.

The Sidewalk Rehabilitation and Replacement Program is a Capital program that replaces existing failed and/or non-ADA compliant sidewalks and curb ramps.

The Sidewalk Operations & Maintenance Program consists of repair to existing sidewalks, curbs and gutters, and specialty structures. Currently, work is driven by customer service requests in the 311 system generated by property owners, residents, pedestrians, or City staff. The updated Sidewalk Master Plan (anticipated by the end of 2015) will include prioritization for repairs based on a combination of location (i.e. identical to the prioritization criteria for absent sidewalks) and condition (anticipated data collection to be completed by the end of 2017). Repairs are currently conducted both in-house and through contracts managed by the Sidewalks and Special Projects Division. Two separate additional contracts (managed in-house) for Concrete Lifting and Concrete Grinding are being utilized to reduce the volume of remove and replace repairs.

The GIS analysis for the Comprehensive Mobility Project Development Process is of all absent sidewalk segments in the Full Purpose jurisdiction identified in the Sidewalk Master Plan. Existing sidewalks and supporting infrastructure will be assessed as part of the project scoping process in the preliminary phase of project candidates.

#### The Urban Trails Program

The Urban Trails program is for the design, construction, and maintenance of the Urban Trails network. Urban Trails are non-motorized, multi-use pathways used by bicyclists, walkers, and runners, and provide important accessible routes for transportation and recreation that link to the on-street pedestrian and bicycle networks. This program is for the implementation of urban trail priorities identified in the Urban Trails Master Plan.

The GIS analysis for the Comprehensive Mobility Project Development Process is of all absent urban trails in the Full Purpose jurisdiction identified in the Urban Trails Master Plan. Existing urban trails and supporting infrastructure will be assessed as part of the project scoping process in the preliminary phase of project candidates.

#### Safe Routes to Schools Program

Founded in 1991, the City of Austin's Safe Routes to School Program engages and encourages students to walk and bike to school, educates students on pedestrian and bicycle safety and provides crossing guards at crucial intersections. The program aims to tackle barriers that prevent students from walking and biking to school. Our goal is to empower the community by making walking and biking to school safe, convenient and fun for students and families!

The City of Austin Public Works Department supports this effort by employing 230 crossing guards and crossing guard supervisors, stationed at 90 elementary schools in 7 school districts. Our talented Safety Trainer Team visits schools annually to instruct children on how to safely cross the street, ride a bike, or take the bus to school. Our engagement team engages and encourages students while identifying Safe Routes to School "Partner" schools as those schools providing champions to increase students walking and biking to school.

#### Street Preventative Maintenance Program

The Street Preventative Maintenance Program prolongs the useful life of streets by protecting the surface from the effects of aging, cracking, deterioration, and water infiltration. Street Preventative Maintenance treatment types (sealcoat, overlay, slurry seal, crack seal, and fog seal) are applied to approximately 10% of the City's street network annually. Prolonging the life of city streets by using these methods saves taxpayer money by intervening before full reconstruction is needed.

#### Neighborhood Partnering Program

In support of the City of Austin's Imagine Austin Comprehensive plan, the Neighborhood Partnering Program provides opportunities for community and neighborhood organizations to affect public improvements by sharing in the costs of those efforts with the City of Austin government. The Mission of the Neighborhood Partnering Program is "Empowering Neighborhoods, Building Community".

The GIS analysis for the Comprehensive Mobility Project Development Process is of received project applications from citizens and community groups.

### **ATD Programs:**

#### Arterial Streets Geometric Improvements Program

This program funds projects that respond to geometric mobility and safety improvement needs for arterial streets. Examples include intersection improvements, adding or extending turn bays and closing median openings where traffic issues exist. Arterial improvements are designed to enhance mobility and/or safety. Examples include constructing innovative intersection designs (e.g., roundabouts, continuous flow intersections), adding or extending turn bays and closing median openings where safety issues exist. This program addresses traffic congestion and safety needs.

The GIS analysis for the Comprehensive Mobility Project Development Process is of intersection and arterial street improvements identified by the Traffic Engineering and Arterial Management Divisions to improve traffic.

#### Active Transportation

This program is for new and improved bicycle facilities and signage projects identified utilizing criteria developed in the Bicycle Master Plan and that complement the Urban Trails Master Plan. Project implementation will be coordinated and included in the annual street maintenance schedule. Funding will be used for improvements that are not included in the Street Reconstruction and Street Rehabilitation programs. Improvements may include but are not limited to the following: protected bicycle lanes, cycle-tracks, buffered bicycle lanes, bicycle facility stencils, signage, shared lane markings or other construction improvements which create or enhance on-street bicycle infrastructure. Priorities are assigned based on alignment with the Bicycle Master Plan and Urban Trails Master Plan, criteria outlined in Neighborhood Plans, citizen requests, coordination and sequencing opportunities with planned projects, and risk mitigation.

The GIS analysis for the Comprehensive Mobility Project Development Process is of the short-term "All Ages and Abilities" improvements from the 2014 Bike Plan.

#### Local Area Traffic Management

This program installs traffic calming improvements and pedestrian crossing measures as requested and as engineering reviews and funding allow. The devices installed can include roundabouts, median islands, speed humps, speed tables, speed cushions, chicanes and bulb outs. Commonly referred to as Traffic Calming, the Local Area Traffic Management program responds to community requests to improve the quality and safety of neighborhood streets.

The GIS analysis for the Comprehensive Mobility Project Development Process is of approved and unfunded Traffic Calming requests.

#### Signals – Rehabilitation & Replacement Program

The City of Austin operates and maintains nearly 1,000 signals with approximately 10 new signals added each year. As these signals age, certain components begin to fail and need to be replaced. These components include controller cabinets, traffic signal controllers and associated equipment, conduits and cabling.

The GIS analysis for the Comprehensive Mobility Project Development Process is of requested new Signals and Pedestrian Hybrid Beacons as well as identified signal technology and equipment improvements.

#### Railroad Crossing Improvements Program

This program focuses to improve railroad crossings in Austin. An example project type is Quiet Zones. Quiet Zones are established to reduce the noise from train horns. When a train does not sound its horn for a crossing, the risk of a crash occurring increases by over 66%. To mitigate this risk, safety improvements (such as barriers or upgraded crossing controls) must be installed at the railroad crossing, in order to implement a Quiet Zone. ATD coordinates with Union Pacific Railroad (UPRR), Federal Railroad Administration (FRA) and community stakeholders to implement Quiet Zones, enhance safety at crossings, and improve the overall quality of the crossing for the traveling public.

#### Transportation Demand Management Program

A Transportation Demand Management Program, or TDM, is a general term for programs that implement strategies that increase overall transportation system efficiency by encouraging a shift from single-occupant vehicle (SOV) trips to non-SOV modes, and/or shifting auto trips out of peak periods. There are multiple TDM strategies including, but not limited to, parking cash out programs and educational programs aimed to increase the use of all non-SOV transportation choices available within an area.

The GIS analysis for the Comprehensive Mobility Project Development Process is of two areas with approximately 45,000 people in population where past investment in pedestrian, bicycle, and transit infrastructure


#### Advanced Transportation Management System Program

Advanced Transportation Management System (ATMS) includes technologies, communications infrastructure that relies on components that age and begin to fail. This program plans for the necessary asset rehabilitation and replacement costs. ATMS strategies assist with reducing the impact and frustration that travelers encounter during peak commute times, incidents, roadway construction and special events that result in roadway closures. ATMS technologies include software to manage field devices, dynamic message signs, cameras, travel time sensors, transit signal priority, emergency vehicle preemption, etc.

## Appendix B – Prioritization Table Example

The following table is an example of how the prioritization factors will be included as information related to each project candidate.

	Metro Rapid Bus Service	IMAGINE Austin Center or Corridor	Critical Arterial	Safety	Completed Corridor Study Near-Term Improvements	Small Area Plan	Mobility Committee	PAC	BAC	5-year CIP	Transportation Demand Management (TMD)	Safe Routes to Schools Partner Campus	Capital Metro Recommended Project
Comprehensive Mobility Project candidate	Yes (1pt)	No (0pt)	Yes (1pt)	Yes (1pt)	No (0pt)	No (0pt)	No	Yes	No	No	Yes	Yes	No



# Comprehensive Mobility Project Development Process: Capital Metro ¼-Cent Funding

Austin Transportation Department  
Public Works Department

November 16, 2015  
Mobility Committee



# Purpose

Respond to **Council Resolution 20150618-093** by providing a staff recommendation on use of **\$21.8M** for Capital Metro ¼-Cent funding.

Staff recommendation projects meet the following criteria:

<b>Interlocal Agreement:</b>
Enhances Regional Mobility
Supports Public Transit
Provides Leverage for Federal or Private Funds
Add to an Existing Program
Expedites a Critical Mobility Project

<b>Council Resolution:</b>
Transportation Safety
Improved Access to Schools
New Traffic Signals
Traffic Calming
Improved Access to Transit

# Capital Metro Transit Authority (CMTA)

## ¼-Cent Fund Background

The ¼-Cent program began in 2001, and is the funding mechanism for the CMTA Build Central Texas Program.

Funding source was a quarter (1/4) of the City of Austin 1 cent sales tax dedication to Capital Metro.

Total funding	\$139.4M
Spent:	\$113.4M
Obligated:	\$4.3M
Remains:	\$21.8M

This program ended in 2004 and is no longer receiving new funding, but continues to build projects.

# Types of Projects supported by ¼-Cent Funding



Sidewalks



Pedestrian Hybrid Beacons / Signals



Local Area Traffic Management



Bicycle Facilities

# **Schedule for Council Briefings & Coordination**

**July 30 to August 14** - Staff compiled data.

**August 17 to August 28** – Staff reviewed the process & proposed projects with the Mayor and his staff as well as the Council Members and their staff members.

**August 17 to September 25** – Staff was available to answer questions, analyze new potential projects, and speak at Council District meetings as needed.

**September 21 to September 25** – Staff finalized discussions on District priorities.

**September 28 to October 7** – Staff finalized project recommendations for the City Manager.

**November 16** – City Manager's proposal is presented to the Council Mobility Committee.

# **Comprehensive Mobility Project General 10-Step Development Process**

1. Define Mobility Assets \*
2. Identify Mobility-Related Programs\*
3. Perform a Mobility Needs Assessment
4. Create Project-specific information
5. Identify Prioritization & Exception Factors\*
6. Organize Needs into Project Candidates\*
7. Review Project Development Process
8. Adopt Project List by City Council
9. Coordinate Project Candidates
10. Deliver Mobility Projects

\*General process information to be updated per funding source parameters

# Goals of Comprehensive Mobility Project Development

1. Meet Interlocal Agreement and Council Resolution tenants.
2. Create a Comprehensive Mobility Project Development process that:
  - Develops high-impact projects that maximize outcomes.
  - Is a city-wide approach that is sensitive to district needs.
  - Utilizes and incorporates on-going transportation infrastructure asset management programs and their defined processes.
  - Can be utilized and tailored to address future needs and funding source requirements.
  - Integrates opportunities for stakeholder inputs and validation.

# Mobility Programs

Program	Description	Project Types
Active Transportation Program	New and improved bicycle facilities and signage projects identified by the Bicycle Master Plan.	Cycle Track Protected Bike Lane
Advanced Transportation Management System	Includes technologies and communications infrastructure that assist with reducing the impact on roadway travelers during peak commute times.	Signal communications equipment Traffic cameras Signal battery back up system
Arterial Streets Geometric Improvements	Alterations to a roadway to improve mobility and safety on arterial streets.	Intersection improvements Adding or extending turn bays Closing median openings
Local Area Traffic Management	Traffic calming requests to improve the quality and safety of neighborhood streets.	Roundabouts Median islands Speed humps & cushions Chicanes & bulb-outs

# Mobility Programs (cont'd)

Program	Description	Project Types
Sidewalk Program	Addresses infrastructure needs in the pedestrian network.	Sidewalks Curb ramps Safety features (e.g. hand railings) Curb & gutter improvements
Signals Program	Provide multimodal mobility and access for the transportation system.	New signals Pedestrian Hybrid Beacons (PHBs) Signal upgrades
Urban Trails	Non-motorized, multi-use pathways used by bicyclists, walkers, runners, and others that link to the on-street pedestrian and bicycle networks.	Upper Boggy Creek Trail Pleasant Valley over Lady Bird Lake Seaholm Pedestrian Crossing

# Travel Demand Management Program

## What is Travel Demand Management (TDM)?

Strategies that increase the transportation system efficiency.

## What is SmartTrips?

An individualized marketing methodology that focuses on every household in a targeted neighborhood.

Leverages past investment in mobility infrastructure, and involves collaboration with community leaders & groups about transportation options.

Outcomes in other cities are listed below:

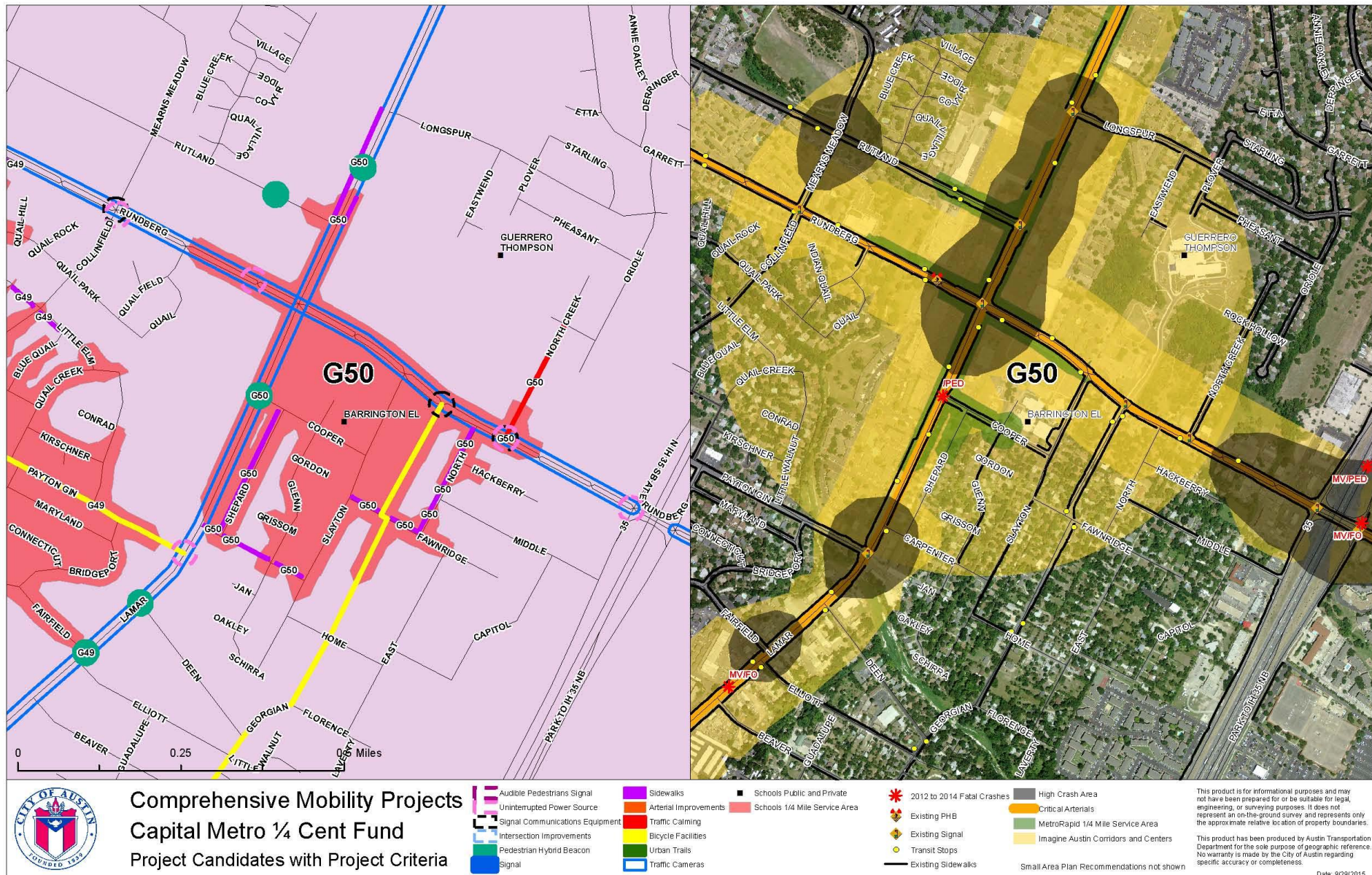
City	Results
St. Paul, MN	3% reduction in single-occupant vehicle trips
Bellingham, WA	13% reduction in vehicle trips
Seattle, WA	15% reduction in vehicle miles traveled

# Summary of Staff Recommendation

<b>Distribution</b>	<b>Sum of Costs</b>	<b>% of Total (\$21.8M)</b>
System Improvements	\$6,769,000	31%
Grouped Mobility Projects Around Schools and Transit and Council Member Top Priorities	\$14,966,200	69%
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# Grouped Mobility Projects Around Schools and Transit - Example



# Grouped Mobility Projects Around Schools and Transit - Example

Different mobility improvement types within schools and transit stop service areas.

Sorted by Citywide Project Rankings, which are based on program priorities and process prioritization factors.

Example: G50

District	Program	Asset Type	Project Name	Cost	Program Score	Program Ranking	Project Score	Citywide Project Ranking
4	Sidewalk	Sidewalks		\$563,400	79	1	5	1
4	Arterial Streets Geometric Improvements	Intersection Improvements	Construct westbound left turn lane in median on Rundberg Ln at North Creek Dr	\$100,000	NA	NA	2	3
4	Signals	Pedestrian Hybrid Beacon	N Lamar Blvd. @ Cooper Dr.	\$75,000	550	6	4	8
4	Local Area Traffic Management	Traffic Calming	North Creek Drive from Rundberg Lane to Rock Hollow Lane LATM	\$6,400	83	28	2	11
<b>G50 Total</b>				<b>\$744,800</b>	<b>550</b>	<b>1</b>	<b>5</b>	<b>1</b>

# Next Steps

1. City Council adopts projects for ¼-Cent funding.
2. Projects are assigned to a project manager or departmental work crews, depending on the project scope.
3. Projects are coordinated with ongoing City construction work, private development, and/or partnering agencies.
4. Projects are designed, permitted, and then constructed.
5. Status updates are made available to Council.

A U S T I N

# Contacts

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Staff Recommended Projects

District	Project Subcategory	Program	Asset Type	Project Name	Cost	
1	Citywide	Advanced Transportation Management System	Signal Communications Equipment	BRAKER @ DESSAU, SHROPSHIRE	\$	10,000
1	Citywide	Advanced Transportation Management System	Signal Communications Equipment	Springdale Rd. @ US 290 (NSR)	\$	10,000
1	Citywide	Signals Program	Uninterrupted Power Source	IH 35 @ 15TH (WSR)	\$	10,000
1	Citywide	Signals Program	Uninterrupted Power Source	IH 35 @ ML KING (WSR)	\$	10,000
1	Council Member Top Priorities	Signals Program	Pedestrian Hybrid Beacon	E. 12th @ Givens Recreation Center	\$	75,000
1	Deferred ¼-Cent Projects	Urban Trails Program	Urban Trails	Upper Boggy Creek Trail (12th to MLK)	\$	1,600,000
1	FM 969 Corridor Study Area	Signals Program	Signal	FM 969 @ Sendero Hills Drive	\$	165,000
1	G21	Signals Program	Pedestrian Hybrid Beacon	MLK Blvd. @ Clifford Ave.	\$	75,000
1	G21	Active Transportation Program	Bicycle Facilities	Alexander (MLK to Manor) Protected Bicycle Lane	\$	67,367
1	G21	Sidewalk Program	Sidewalks	1900 - 1919 ALEXANDER AVE	\$	44,400
1	G21	Sidewalk Program	Sidewalks	2000 - 2115 ALEXANDER AVE	\$	72,360
1	G21	Sidewalk Program	Sidewalks	2100 - 2107 WALNUT AVE	\$	15,240
1	G21	Sidewalk Program	Sidewalks	2108 - 2115 WALNUT AVE	\$	9,360
1	G21	Sidewalk Program	Sidewalks	2200 - 2217 STAFFORD ST	\$	36,240
1	G21	Sidewalk Program	Sidewalks	2200 - 2217 WALNUT AVE	\$	40,680
1	G21	Sidewalk Program	Sidewalks	2200 - 2221 ALEXANDER AVE	\$	53,640
1	G21	Sidewalk Program	Sidewalks	2200 - 2221 CURTIS AVE	\$	51,360
1	G21	Sidewalk Program	Sidewalks	2600 - 2619 OAKLAWN AVE	\$	44,160
1	G21	Sidewalk Program	Sidewalks	2600 - 2627 MANOR RD	\$	12,480
1	G21	Sidewalk Program	Sidewalks	2700 - 2713 MANOR RD	\$	9,360
1	G21	Sidewalk Program	Sidewalks	2712 - 2728 MANOR RD	\$	20,280
1	G21	Sidewalk Program	Sidewalks	2800 - 2835 REAL ST	\$	72,840
1	G21	Sidewalk Program	Sidewalks	2805 - 2815 MANOR RD	\$	37,560
1	G21	Sidewalk Program	Sidewalks	2810 - 2831 MANOR RD	\$	31,560
1	G21	Sidewalk Program	Sidewalks	3200 - 3417 MERRIE LYNN AVE	\$	11,040
1	G21	Local Area Traffic Management Program	Traffic Calming	Maple Avenue from Manor Road to MLK Boulevard LATM	\$	22,700
1	G21	Local Area Traffic Management Program	Traffic Calming	Walnut Avenue from 18th Street to 13th Street LATM	\$	12,800
1	G22	Sidewalk Program	Sidewalks	2500 - 2623 ROSEWOOD AVE	\$	52,920
1	G27	Arterial Streets Geometric Improvements Program	Intersection Improvements	Add left turn bays on Johnny Morris at Loyola	\$	10,000
1	G27	Signals Program	Pedestrian Hybrid Beacon	Loyola Ln. @ Colony Park Dr.	\$	75,000
1	G27	Signals Program	Signal	Loyola Ln. @ Sandshof Dr.	\$	165,000
1	G27	Sidewalk Program	Sidewalks	5100 - 6621 JOHNNY MORRIS RD	\$	341,160
1, 3	Citywide	Advanced Transportation Management System	Signal Communications Equipment	Springdale Rd. @ Oak Springs	\$	10,000
1, 3	Citywide	Advanced Transportation Management System	Traffic Camera	7th St. from IH 35 to Airport Blvd. Traffic Cameras	\$	3,000
1, 3	Citywide	Advanced Transportation Management System	Traffic Camera	Springdale Rd Traffic Cameras	\$	33,000
1, 3	G22	Signals Program	Signal	Webberville Rd. @ Oak Springs Dr.	\$	165,000
1, 3	G22	Active Transportation Program	Bicycle Facilities	Webberville Rd (Pleasant Valley to Oak Springs) Protected Bicycle Lanes	\$	54,500
1, 3, 4, 7, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Airport Blvd. from Lamar Blvd. to US 183 Traffic Cameras	\$	30,000
1, 4	Citywide	Advanced Transportation Management System	Traffic Camera	Rundberg Ln. from Metric Blvd. to Dessau/Cameron Rd. Traffic Cameras	\$	21,000
1, 4	Council Member Top Priorities	Signals Program	Pedestrian Hybrid Beacon	Cameron Rd. @ Westheimer Dr.	\$	75,000
1, 4, 7	Citywide	Signals Program	Uninterrupted Power Source	BRAKER @ IH 35 (WSR)	\$	10,000
1, 4, 7, 10	Citywide	Advanced Transportation Management System	Traffic Camera	Braker Ln. from US 183 to Dessau Rd. Traffic Cameras	\$	30,000
1, 4, 7, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Dessau Rd./Cameron Rd. from Parmer Ln. to 51st St. Traffic Cameras	\$	42,000
1, 6, 7	Citywide	Advanced Transportation Management System	Traffic Camera	Parmer Ln./FM 734 from Avery Ranch Blvd to Harris Branch Pkwy. Traffic Cameras	\$	45,000
1, 9	Citywide	Advanced Transportation Management System	Signal Communications Equipment	LAVACA @ 13TH	\$	10,000
1, 9	Citywide	Advanced Transportation Management System	Traffic Camera	15th St. from MoPac to IH 35 Traffic Cameras	\$	15,000
1, 9	Citywide	Advanced Transportation Management System	Traffic Camera	26th St. from Guadalupe to IH 35 Traffic Cameras	\$	3,000
1, 9	Citywide	Advanced Transportation Management System	Traffic Camera	MLK/FM 969 from Lamar Blvd. to Decker Ln. Traffic Cameras	\$	6,000
1, 9	G21	Signals Program	Signal	Manor Rd. @ Walnut Ave.	\$	165,000
					\$	3,982,007

Staff Recommended Projects

District	Project Subcategory	Program	Asset Type	Project Name	Cost	
2	Citywide	Advanced Transportation Management System	Signal Communications Equipment	NUCKOLS CROSSING @ PLEASANT VALLEY	\$	10,000
2	Citywide	Signals Program	Uninterrupted Power Source	IH 35 @ WILLIAM CANNON (WSR)	\$	10,000
2	Council Member Top Priorities	Sidewalk Program	Sidewalks	Nuckols Crossing Rd sidewalks to Blazier Elementary	\$	72,000
2	G93	Sidewalk Program	Sidewalks	205 - 218 SKYLOOP DR	\$	105,000
2	G93	Sidewalk Program	Sidewalks	5900 - 6220 S CONGRESS AVE	\$	180,240
2	G93	Sidewalk Program	Sidewalks	6400 - 6518 SUNNYSKY WAY	\$	48,720
2	G93	Sidewalk Program	Sidewalks	6404 - 6520 STARSTREAK DR	\$	8,160
2	G94	Signals Program	Pedestrian Hybrid Beacon	S 1st St. @ King Edward Place	\$	75,000
2	G94	Signals Program	Signal	S. 1st St. @ Prince Valiant Dr.	\$	165,000
2	G94	Sidewalk Program	Sidewalks	100 - 213 CLOUDVIEW DR	\$	83,640
2	G94	Sidewalk Program	Sidewalks	6400 - 6408 MIDDLEHAM PL	\$	41,880
2	G94	Sidewalk Program	Sidewalks	6400 - 6612 BLUESKY WAY	\$	103,080
2	G94	Sidewalk Program	Sidewalks	6500 - 6519 MIDDLEHAM PL	\$	46,680
2	G94	Sidewalk Program	Sidewalks	6607 - 6622 SUNSTRIP DR	\$	14,640
2	G94	Sidewalk Program	Sidewalks	700 - 710 KING EDWARD PL	\$	28,320
2	G94	Sidewalk Program	Sidewalks	711 - 724 KING EDWARD PL	\$	24,840
2	G94	Sidewalk Program	Sidewalks	800 - 807 KING EDWARD PL	\$	28,080
2	G94	Sidewalk Program	Sidewalks	808 - 821 KING EDWARD PL	\$	29,280
2	G94	Local Area Traffic Management Program	Traffic Calming	Cloudview Drive from Congress Avenue to Lunar Drive LATM	\$	9,600
2	G99	Signals Program	Pedestrian Hybrid Beacon	Pleasant Valley Rd. @ Turnstone Dr.	\$	75,000
2	G99	Signals Program	Pedestrian Hybrid Beacon	Pleasant Valley Rd. @ Village Square Dr.	\$	75,000
2	G99	Active Transportation Program	Bicycle Facilities	Pleasant Valley (Onion Creek Park to Button Bend) Protected Bicycle Lane	\$	100,000
2	G99	Sidewalk Program	Sidewalks	5400 - 5507 VILLAGE LN	\$	55,920
2	G99	Sidewalk Program	Sidewalks	5508 - 5521 VILLAGE LN	\$	29,160
2	G99	Sidewalk Program	Sidewalks	5600 - 5615 VILLAGE LN	\$	26,640
2, 3	Citywide	Advanced Transportation Management System	Signal Communications Equipment	BEN WHITE @ RIVERSIDE	\$	10,000
2, 3	Citywide	Advanced Transportation Management System	Traffic Camera	Pleasant Valley Rd. from Ben White Blvd. to William Cannon Dr. Traffic Cameras	\$	15,000
2, 3, 5, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Congress Ave. from 11th St. to Slaughter Ln. Traffic Cameras	\$	15,000
2, 3, 5, 9	Citywide	Advanced Transportation Management System	Traffic Camera	S First St./Guadalupe St./Lavaca St. from Lamar Blvd to Slaughter Ln. Traffic Cameras	\$	24,000
2, 5	Citywide	Advanced Transportation Management System	Signal Communications Equipment	PALACE PARKWAY @ SLAUGHTER	\$	10,000
2, 5	Citywide	Signals Program	Uninterrupted Power Source	IH 35 @ SLAUGHTER (WSR)	\$	10,000
2, 5, 8	Citywide	Advanced Transportation Management System	Traffic Camera	Slaughter Ln. from MoPac to IH 35 Traffic Cameras	\$	24,000
2, 5, 8	Citywide	Advanced Transportation Management System	Traffic Camera	William Cannon Dr. from Southwest Pkwy. to McKinney Falls Pkwy. Traffic Cameras	\$	54,000
					\$	1,607,880

Staff Recommended Projects

District	Project Subcategory	Program	Asset Type	Project Name	Cost	
3	Citywide	Advanced Transportation Management System	Signal Communications Equipment	PLEASANT VALLEY @ 5TH	\$	10,000
3	Citywide	Advanced Transportation Management System	Signal Communications Equipment	SOUTH FIRST @ EMERALD WOODS	\$	10,000
3	Citywide	Advanced Transportation Management System	Traffic Camera	Pleasant Valley Rd. from 7th St. to Oltorf St. Traffic Cameras	\$	12,000
3	Council Member Top Priorities	Arterial Streets Geometric Improvements Program	Intersection Improvements	Add SB LT lane in median to remove split phasing at Montopolis Dr and Oltorf St	\$	150,000
3	G11	Signals Program	Signal	Cesar Chavez St. @ San Marcos St.	\$	165,000
3	G11	Sidewalk Program	Sidewalks	1200 - 1305 TAYLOR ST	\$	56,040
3	G11	Sidewalk Program	Sidewalks	1306 - 1315 TAYLOR ST	\$	16,440
3	G11	Sidewalk Program	Sidewalks	60 - 64 CROSS ST	\$	15,120
3	G11	Sidewalk Program	Sidewalks	65 - 69 CROSS ST	\$	33,000
3	G91	Signals Program	Pedestrian Hybrid Beacon	S 1st St. @ Philco Dr.	\$	75,000
3	G91	Signals Program	Signal	St. Elmo Rd. @ James Casey St.	\$	165,000
3	G91	Sidewalk Program	Sidewalks	400 - 415 NORMANDY ST	\$	24,600
3	G91	Sidewalk Program	Sidewalks	4100 - 4107 RICHLAND ST	\$	29,880
3	G91	Sidewalk Program	Sidewalks	4100 - 4335 JAMES CASEY ST	\$	37,800
3	G91	Sidewalk Program	Sidewalks	4108 - 4123 RICHLAND ST	\$	28,920
3	G91	Sidewalk Program	Sidewalks	4400 - 4429 GARNETT ST	\$	73,200
3	G91	Sidewalk Program	Sidewalks	4400 - 4429 LAREINA DR	\$	78,840
3	G91	Sidewalk Program	Sidewalks	4400 - 4529 VINSON DR	\$	150,000
3	G91	Sidewalk Program	Sidewalks	500 - 519 CLARKE ST	\$	48,120
3	G91	Sidewalk Program	Sidewalks	500 - 519 NORMANDY ST	\$	47,280
3	G91	Sidewalk Program	Sidewalks	500 - 519 RADAM LN	\$	46,800
3	G91	Sidewalk Program	Sidewalks	600 - 615 PHILCO DR	\$	30,720
3	G91	Sidewalk Program	Sidewalks	600 - 629 RADAM LN	\$	21,720
3	G91	Sidewalk Program	Sidewalks	600 - 717 CLIFFORD DR	\$	63,240
3	G91	Sidewalk Program	Sidewalks	700 - 706 PHILCO DR	\$	30,480
3	G91	Sidewalk Program	Sidewalks	707 - 716 PHILCO DR	\$	18,240
3	G91	Sidewalk Program	Sidewalks	801 - 818 PHILCO DR	\$	50,040
3	All Ages & Abilities Network	Urban Trails Program	Urban Trails	Pleasant Valley Bridge Preliminary Study & Near-Term Improvements	\$	1,500,000
1, 3	Citywide	Advanced Transportation Management System	Signal Communications Equipment	Springdale Rd. @ Oak Springs	\$	10,000
1, 3	Citywide	Advanced Transportation Management System	Traffic Camera	7th St. from IH 35 to Airport Blvd. Traffic Cameras	\$	3,000
1, 3	Citywide	Advanced Transportation Management System	Traffic Camera	Springdale Rd Traffic Cameras	\$	33,000
1, 3	G22	Signals Program	Signal	Webberville Rd. @ Oak Springs Dr.	\$	165,000
1, 3	G22	Active Transportation Program	Bicycle Facilities	Webberville Rd (Pleasant Valley to Oak Springs) Protected Bicycle Lanes	\$	54,500
1, 3, 4, 7, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Airport Blvd. from Lamar Blvd. to US 183 Traffic Cameras	\$	30,000
2, 3	Citywide	Advanced Transportation Management System	Signal Communications Equipment	BEN WHITE @ RIVERSIDE	\$	10,000
2, 3	Citywide	Advanced Transportation Management System	Traffic Camera	Pleasant Valley Rd. from Ben White Blvd. to William Cannon Dr. Traffic Cameras	\$	15,000
2, 3, 5, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Congress Ave. from 11th St. to Slaughter Ln. Traffic Cameras	\$	15,000
2, 3, 5, 9	Citywide	Advanced Transportation Management System	Traffic Camera	S First St./Guadalupe St./Lavaca St. from Lamar Blvd to Slaughter Ln. Traffic Cameras	\$	24,000
3, 4, 5, 7, 8, 9, 10	Citywide	Travel Demand Management Program	Travel Demand Management	Smart Trips Program	\$	1,000,000
3, 5, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Riverside Dr. from Lamar Blvd. to Ben White Blvd. Traffic Cameras	\$	12,000
3, 9	Citywide	Signals Program	Uninterrupted Power Source	CESAR CHAVEZ (1ST) @ IH 35 (WSR)	\$	10,000
3, 9	Citywide	Signals Program	Uninterrupted Power Source	IH 35 @ 6TH (WSR)	\$	10,000
3, 9	All Ages & Abilities Network	Active Transportation Program	Bicycle Facilities	Riverside (I35 to Ben White) Protected Bicycle Lanes	\$	400,000
					\$	4,778,980

Staff Recommended Projects

District	Project Subcategory	Program	Asset Type	Project Name	Cost	
4	Citywide	Advanced Transportation Management System	Signal Communications Equipment	COLLINGFIELD @ MEARNs MDW, RUNDBERG	\$	10,000
4	Citywide	Advanced Transportation Management System	Signal Communications Equipment	GEORGIAN @ RUNDBERG	\$	10,000
4	Citywide	Advanced Transportation Management System	Signal Communications Equipment	METRIC @ RUNDBERG	\$	10,000
4	Citywide	Advanced Transportation Management System	Signal Communications Equipment	NORTH CREEK @ RUNDBERG	\$	10,000
4	Citywide	Advanced Transportation Management System	Signal Communications Equipment	NORTH PLAZA @ RUNDBERG	\$	10,000
4	Citywide	Advanced Transportation Management System	Signal Communications Equipment	PARKFIELD @ RUNDBERG	\$	10,000
4	Citywide	Signals Program	Uninterrupted Power Source	IH 35 @ RUNDBERG (WSR)	\$	10,000
4	Citywide	Signals Program	Uninterrupted Power Source	LAMAR @ MASTERSON PASS	\$	10,000
4	Citywide	Signals Program	Uninterrupted Power Source	LAMAR @ NORTH MEADOWS	\$	10,000
4	Citywide	Signals Program	Uninterrupted Power Source	LAMAR @ PAYTON GIN	\$	10,000
4	Citywide	Signals Program	Uninterrupted Power Source	LAMAR @ US 183 (NE)	\$	10,000
4	Council Member Top Priorities	Local Area Traffic Management Program	Traffic Calming	Corona Drive from Cameron Road to Berkman Drive LATM	\$	16,000
4	G39	Signals Program	Accessible Pedestrian Signal	Airport @ Denson	\$	25,000
4	G39	Signals Program	Accessible Pedestrian Signal	Airport @ Highland Mall	\$	25,000
4	G39	Active Transportation Program	Bicycle Facilities	Denson (Lamar to Airport) Protected Bicycle Lane	\$	130,420
4	G39	Sidewalk Program	Sidewalks	600 - 627 HAMMACK DR	\$	68,040
4	G39	Sidewalk Program	Sidewalks	6200 - 6210 BURNS ST	\$	37,560
4	G39	Sidewalk Program	Sidewalks	6200 - 6217 GUADALUPE ST	\$	17,400
4	G39	Sidewalk Program	Sidewalks	6211 - 6220 BURNS ST	\$	18,720
4	G39	Sidewalk Program	Sidewalks	700 - 721 LAMAR PL	\$	38,640
4	G50	Arterial Streets Geometric Improvements Program	Intersection Improvements	Construct westbound left turn lane in median on Rundberg Ln at North Creek Dr	\$	100,000
4	G50	Signals Program	Pedestrian Hybrid Beacon	N Lamar Blvd. @ Cooper Dr.	\$	75,000
4	G50	Sidewalk Program	Sidewalks	100 - 204 E FAWNRRIDGE DR	\$	29,880
4	G50	Sidewalk Program	Sidewalks	102 - 117 W FAWNRRIDGE DR	\$	34,200
4	G50	Sidewalk Program	Sidewalks	200 - 407 CARPENTER AVE	\$	29,640
4	G50	Sidewalk Program	Sidewalks	500 - 702 CARPENTER AVE	\$	50,520
4	G50	Sidewalk Program	Sidewalks	703 - 714 CARPENTER AVE	\$	15,840
4	G50	Sidewalk Program	Sidewalks	8900 - 9116 SHEPARD DR	\$	131,760
4	G50	Sidewalk Program	Sidewalks	9100 - 9117 NORTH DR	\$	38,040
4	G50	Sidewalk Program	Sidewalks	9200 - 9217 NORTH DR	\$	40,920
4	G50	Sidewalk Program	Sidewalks	9300 - 9315 NORTH DR	\$	35,400
4	G50	Sidewalk Program	Sidewalks	9516 - 9717 N LAMAR BLVD	\$	157,200
4	Lamar Blvd Corridor Study Area	Local Area Traffic Management Program	Traffic Calming	North Creek Drive from Rundberg Lane to Rock Hollow Lane LATM	\$	6,400
4	Lamar Blvd Corridor Study Area	Signals Program	Pedestrian Hybrid Beacon	9616 N Lamar Blvd. between Rutland and Longspur	\$	75,000
1, 3, 4, 7, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Airport Blvd. from Lamar Blvd. to US 183 Traffic Cameras	\$	30,000
1, 4	Citywide	Advanced Transportation Management System	Traffic Camera	Rundberg Ln. from Metric Blvd. to Dessau/Cameron Rd. Traffic Cameras	\$	21,000
1, 4	Council Member Top Priorities	Signals Program	Pedestrian Hybrid Beacon	Cameron Rd. @ Westheimer Dr.	\$	75,000
1, 4, 7	Citywide	Signals Program	Uninterrupted Power Source	BRAKER @ IH 35 (WSR)	\$	10,000
1, 4, 7, 10	Citywide	Advanced Transportation Management System	Traffic Camera	Braker Ln. from US 183 to Dessau Rd. Traffic Cameras	\$	30,000
1, 4, 7, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Dessau Rd./Cameron Rd. from Parmer Ln. to 51st St. Traffic Cameras	\$	42,000
3, 4, 5, 7, 8, 9, 10	Citywide	Travel Demand Management Program	Travel Demand Management	Smart Trips Program	\$	1,000,000
4, 5, 7, 9, 10	Citywide	Advanced Transportation Management System	Traffic Camera	Lamar Blvd. from Parmer Ln. to Panther Trl. Traffic Cameras	\$	21,000
4, 6, 7, 10	Citywide	Advanced Transportation Management System	Traffic Camera	RM 2222 from FM 620 to Airport Blvd. Traffic Cameras	\$	33,000
4, 7	Citywide	Advanced Transportation Management System	Signal Communications Equipment	BRAKER @ KRAMER	\$	10,000
4, 7	Citywide	Advanced Transportation Management System	Signal Communications Equipment	BRAKER @ METRIC	\$	10,000
4, 7	Citywide	Advanced Transportation Management System	Signal Communications Equipment	BRAKER @ PARKFIELD	\$	10,000
4, 7	Citywide	Signals Program	Uninterrupted Power Source	DENSON @ LAMAR	\$	10,000
4, 7	Citywide	Signals Program	Uninterrupted Power Source	JUSTIN @ LAMAR	\$	10,000
4, 7	Citywide	Signals Program	Uninterrupted Power Source	LAMAR @ US 183 (NW)	\$	10,000
4, 7	G39	Active Transportation Program	Bicycle Facilities	Romeria-Denson at Lamar Signal and Protected Bicycle Lane	\$	100,000
4, 7	G40	Signals Program	Pedestrian Hybrid Beacon	N Lamar Blvd. @ Houston St.	\$	75,000
4, 7, 9, 10	All Ages & Abilities Network	Active Transportation Program	Bicycle Facilities	Northloop/53rdHancock (Valley Oak to I35) Protected Bicycle Lane	\$	200,000
					\$	3,003,580

Staff Recommended Projects

District	Project Subcategory	Program	Asset Type	Project Name	Cost	
5	Citywide	Advanced Transportation Management System	Signal Communications Equipment	BILBROOK @ SLAUGHTER	\$	10,000
5	Citywide	Advanced Transportation Management System	Signal Communications Equipment	SLAUGHTER @ TEXAS OAKS	\$	10,000
5	Citywide	Advanced Transportation Management System	Signal Communications Equipment	SLAUGHTER @ UNITED KINGDOM	\$	10,000
5	Citywide	Advanced Transportation Management System	Traffic Camera	Manchaca Rd./FM 2304 from Lamar Blvd. to Slaughter Ln. Traffic Cameras	\$	27,000
5	Citywide	Signals Program	Uninterrupted Power Source	BEN WHITE @ LAMAR (NE INT)	\$	10,000
5	Citywide	Signals Program	Uninterrupted Power Source	BEN WHITE @ LAMAR (NW INT)	\$	10,000
5	Citywide	Signals Program	Uninterrupted Power Source	BEN WHITE @ LAMAR (SW INT)	\$	10,000
5	Citywide	Signals Program	Uninterrupted Power Source	HETHER @ LAMAR, MARY	\$	10,000
5	Citywide	Signals Program	Uninterrupted Power Source	LAMAR @ MANCHACA	\$	10,000
5	Citywide	Signals Program	Uninterrupted Power Source	LAMAR @ OLTORF	\$	10,000
5	Citywide	Signals Program	Uninterrupted Power Source	LAMAR @ TREADWELL	\$	10,000
5	Citywide	Signals Program	Uninterrupted Power Source	LAMAR, US 290 @ WESTGATE (NSR)	\$	10,000
5	G81	Arterial Streets Geometric Improvements Program	Intersection Improvements	Extend southbound left-turn lane on Manchaca Rd at Stassney Ln	\$	100,000
5	G81	Signals Program	Pedestrian Hybrid Beacon	2036 Stassney Ln. West of Manchaca	\$	75,000
5	G81	Signals Program	Pedestrian Hybrid Beacon	Manchaca Rd. @ Inverness Blvd.	\$	75,000
5	G81	Active Transportation Program	Bicycle Facilities	Manchaca (Jones to Berkley) Protected Bicycle Lane	\$	165,000
5	G81	Sidewalk Program	Sidewalks	1704 - 1712 W STASSNEY LN	\$	11,400
5	G81	Sidewalk Program	Sidewalks	2000 - 2309 BERKETT DR	\$	66,600
5	G83	Signals Program	Pedestrian Hybrid Beacon	Manchaca Rd. @ Monarch Dr.	\$	75,000
5	G83	Sidewalk Program	Sidewalks	2000 - 2303 MONARCH DR	\$	15,960
5	G83	Sidewalk Program	Sidewalks	2100 - 2303 RIDDLE RD	\$	131,400
5	G83	Sidewalk Program	Sidewalks	2400 - 2406 RIDDLE RD	\$	57,600
5	G83	Sidewalk Program	Sidewalks	2600 - 2613 ALCOTT LN	\$	158,160
5	G83	Sidewalk Program	Sidewalks	2600 - 2621 RIDDLE RD	\$	106,920
5	G83	Sidewalk Program	Sidewalks	2622 - 2633 RIDDLE RD	\$	20,640
5	G83	Sidewalk Program	Sidewalks	9900 - 10114 GAIL RD	\$	227,880
5	G83	Sidewalk Program	Sidewalks	9910 - 9919 CURLEW DR	\$	14,040
5	G83	Local Area Traffic Management Program	Traffic Calming	Curlew Drive from Slaughter Lane to Crownspoint Drive LATM	\$	12,800
5	G83	Local Area Traffic Management Program	Traffic Calming	Monarch Drive from Curlew Drive to Roxanna Drive LATM	\$	29,100
2, 3, 5, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Congress Ave. from 11th St. to Slaughter Ln. Traffic Cameras	\$	15,000
2, 3, 5, 9	Citywide	Advanced Transportation Management System	Traffic Camera	S First St./Guadalupe St./Lavaca St. from Lamar Blvd to Slaughter Ln. Traffic Cameras	\$	24,000
2, 5	Citywide	Advanced Transportation Management System	Signal Communications Equipment	PALACE PARKWAY @ SLAUGHTER	\$	10,000
2, 5	Citywide	Signals Program	Uninterrupted Power Source	IH 35 @ SLAUGHTER (WSR)	\$	10,000
2, 5, 8	Citywide	Advanced Transportation Management System	Traffic Camera	Slaughter Ln. from MoPac to IH 35 Traffic Cameras	\$	24,000
2, 5, 8	Citywide	Advanced Transportation Management System	Traffic Camera	William Cannon Dr. from Southwest Pkwy. to McKinney Falls Pkwy. Traffic Cameras	\$	54,000
3, 4, 5, 7, 8, 9, 10	Citywide	Travel Demand Management Program	Travel Demand Management	Smart Trips Program	\$	1,000,000
3, 5, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Riverside Dr. from Lamar Blvd. to Ben White Blvd. Traffic Cameras	\$	12,000
4, 5, 7, 9, 10	Citywide	Advanced Transportation Management System	Traffic Camera	Lamar Blvd. from Parmer Ln. to Panther Trl. Traffic Cameras	\$	21,000
5, 7, 8, 10	Citywide	Advanced Transportation Management System	Traffic Camera	Loop 360 from MoPac to Lamar Blvd. Traffic Cameras	\$	18,000
5, 8	Citywide	Advanced Transportation Management System	Traffic Camera	Brodie Ln. from US 290 to Slaughter Ln. Traffic Cameras	\$	21,000
5, 8, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Barton Springs Rd. from MoPac to Congress Ave. Traffic Cameras	\$	3,000
					\$	2,691,500

Staff Recommended Projects

District	Project Subcategory	Program	Asset Type	Project Name	Cost	
6	Citywide	Advanced Transportation Management System	Signal Communications Equipment	Anderson Mill Rd. @ Turtle Rock	\$	10,000
6	Citywide	Advanced Transportation Management System	Signal Communications Equipment	Anderson Mill Rd. @ Morris	\$	10,000
6	Citywide	Advanced Transportation Management System	Signal Communications Equipment	Anderson Mill Rd. @ RM 620	\$	10,000
6	Citywide	Advanced Transportation Management System	Traffic Camera	FM 620 from US 183 to RM 2222 Traffic Cameras	\$	24,000
6	Citywide	Advanced Transportation Management System	Traffic Camera	Anderson Mill Rd Traffic Cameras	\$	18,000
6	Council Member Top Priorities	Arterial Streets Geometric Improvements Program	Arterial Improvements	Eastbound right turn lane at Anderson Mill Rd and US 183	\$	1,280,000
6	G67	Arterial Streets Geometric Improvements Program	Intersection Improvements	Remove split-phase at Olson, Millwright and Anderson Mill	\$	5,000
6	G67	Signals Program	Signal	Anderson Mill Rd. @ Swan Dr.	\$	165,000
6	G67	Sidewalk Program	Sidewalks	PER for SW's on Anderson Mill Rd	\$	200,000
6	G67	Local Area Traffic Management Program	Traffic Calming	Spicewood Parkway from Spicewood Club Drive to Cedar Crest Drive LATM	\$	12,800
1, 6, 7	Citywide	Advanced Transportation Management System	Traffic Camera	Parmer Ln./FM 734 from Avery Ranch Blvd to Harris Branch Pkwy. Traffic Cameras	\$	45,000
4, 6, 7, 10	Citywide	Advanced Transportation Management System	Traffic Camera	RM 2222 from FM 620 to Airport Blvd. Traffic Cameras	\$	33,000
					\$	1,812,800

Staff Recommended Projects

District	Project Subcategory	Program	Asset Type	Project Name	Cost
7	Citywide	Signals Program	Uninterrupted Power Source	ALLANDALE @ NORTHLAND, SHOALCREEK	\$ 10,000
7	Citywide	Signals Program	Uninterrupted Power Source	CAPITAL OF TEXAS @ LOOP 1 (ESR) NORTH	\$ 10,000
7	Citywide	Signals Program	Uninterrupted Power Source	IH 35 @ PARMER (ESR)	\$ 10,000
7	Citywide	Signals Program	Uninterrupted Power Source	IH 35 @ PARMER (WSR)	\$ 10,000
7	Citywide	Signals Program	Uninterrupted Power Source	MARILYN @ NORTHLAND	\$ 10,000
7	Council Member Top Priorities	Capital Metro	Transit	Fund half of a MetroRapid station pair at Rutland/Runberg on Burnet Rd - Route 803	\$ 200,000
7	G40	Active Transportation Program	Bicycle Facilities	Romeria (Arroyo Seco to Lamar) Quiet Street	\$ 66,500
7	G40	Sidewalk Program	Sidewalks	1200 - 1319 PALO DURO RD	\$ 86,520
7	G40	Sidewalk Program	Sidewalks	1200 - 1323 ALGUNO RD	\$ 99,000
7	G40	Sidewalk Program	Sidewalks	5300 - 5413 MC CANDLESS ST	\$ 99,720
7	G40	Sidewalk Program	Sidewalks	5300 - 5418 AURORA DR	\$ 99,360
7	G40	Sidewalk Program	Sidewalks	5300 - 5418 SUNSHINE DR	\$ 99,720
7	G40	Sidewalk Program	Sidewalks	5300 - 5421 JOE SAYERS AVE	\$ 102,960
7	G40	Sidewalk Program	Sidewalks	5900 - 5915 GROVER AVE	\$ 15,000
7	G40	Sidewalk Program	Sidewalks	6100 - 6115 GROVER AVE	\$ 17,760
7	G42	Sidewalk Program	Sidewalks	1200 - 1320 BRENTWOOD ST	\$ 61,680
7	G42	Sidewalk Program	Sidewalks	1400 - 1413 CULLEN AVE	\$ 52,920
7	G42	Sidewalk Program	Sidewalks	1400 - 1419 JUSTIN LN	\$ 30,360
7	G42	Sidewalk Program	Sidewalks	1400 - 1431 DWYCE DR	\$ 82,320
7	G42	Sidewalk Program	Sidewalks	1400 - 1520 CHOQUETTE DR	\$ 107,760
7	G42	Sidewalk Program	Sidewalks	1700 - 1721 PAYNE AVE	\$ 49,320
7	G42	Sidewalk Program	Sidewalks	6703 - 6711 ARROYO SECO	\$ 12,480
7	G42	Sidewalk Program	Sidewalks	6801 - 6809 ARROYO SECO	\$ 31,680
7	G42	Sidewalk Program	Sidewalks	6811 - 6819 ARROYO SECO	\$ 31,560
7	G42	Sidewalk Program	Sidewalks	6901 - 6911 ARROYO SECO	\$ 39,480
7	G42	Local Area Traffic Management Program	Traffic Calming	Brentwood Street from North Lamar Boulevard to Yates Avenue LATM	\$ 12,800
7	G42	Local Area Traffic Management Program	Traffic Calming	Justin Lane from Hardy Drive to Woodrow Avenue LATM	\$ 9,600
7	Burnet Rd Corridor Study Area	Signals Program	Pedestrian Hybrid Beacon	Burnet Rd. @ Penny Ln.	\$ 75,000
1, 3, 4, 7, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Airport Blvd. from Lamar Blvd. to US 183 Traffic Cameras	\$ 30,000
1, 4, 7	Citywide	Signals Program	Uninterrupted Power Source	BRAKER @ IH 35 (WSR)	\$ 10,000
1, 4, 7, 10	Citywide	Advanced Transportation Management System	Traffic Camera	Braker Ln. from US 183 to Dessau Rd. Traffic Cameras	\$ 30,000
1, 4, 7, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Dessau Rd./Cameron Rd. from Parmer Ln. to 51st St. Traffic Cameras	\$ 42,000
1, 6, 7	Citywide	Advanced Transportation Management System	Traffic Camera	Parmer Ln./FM 734 from Avery Ranch Blvd to Harris Branch Pkwy. Traffic Cameras	\$ 45,000
3, 4, 5, 7, 8, 9, 10	Citywide	Travel Demand Management Program	Travel Demand Management	Smart Trips Program	\$ 1,000,000
4, 5, 7, 9, 10	Citywide	Advanced Transportation Management System	Traffic Camera	Lamar Blvd. from Parmer Ln. to Panther Trl. Traffic Cameras	\$ 21,000
4, 6, 7, 10	Citywide	Advanced Transportation Management System	Traffic Camera	RM 2222 from FM 620 to Airport Blvd. Traffic Cameras	\$ 33,000
4, 7	Citywide	Advanced Transportation Management System	Signal Communications Equipment	BRAKER @ KRAMER	\$ 10,000
4, 7	Citywide	Advanced Transportation Management System	Signal Communications Equipment	BRAKER @ METRIC	\$ 10,000
4, 7	Citywide	Advanced Transportation Management System	Signal Communications Equipment	BRAKER @ PARKFIELD	\$ 10,000
4, 7	Citywide	Signals Program	Uninterrupted Power Source	DENSON @ LAMAR	\$ 10,000
4, 7	Citywide	Signals Program	Uninterrupted Power Source	JUSTIN @ LAMAR	\$ 10,000
4, 7	Citywide	Signals Program	Uninterrupted Power Source	LAMAR @ US 183 (NW)	\$ 10,000
4, 7	G39	Active Transportation Program	Bicycle Facilities	Romeria-Denson at Lamar Signal and Protected Bicycle Lane	\$ 100,000
4, 7	G40	Signals Program	Pedestrian Hybrid Beacon	N Lamar Blvd. @ Houston St.	\$ 75,000
4, 7, 9, 10	All Ages & Abilities Network	Active Transportation Program	Bicycle Facilities	Northloop/53rdHancock (Valley Oak to I35) Protected Bicycle Lane	\$ 200,000
5, 7, 8, 10	Citywide	Advanced Transportation Management System	Traffic Camera	Loop 360 from MoPac to Lamar Blvd. Traffic Cameras	\$ 18,000
7, 9	Citywide	Signals Program	Uninterrupted Power Source	LAMAR @ 51ST	\$ 10,000
7, 9, 10	Citywide	Advanced Transportation Management System	Traffic Camera	Burnet Rd./FM 1325 from Loop 1 to 45th St. Traffic Cameras	\$ 27,000
					\$ 3,234,500

Staff Recommended Projects

District	Project Subcategory	Program	Asset Type	Project Name	Cost	
8	Citywide	Advanced Transportation Management System	Signal Communications Equipment	BOSTON @ SOUTHWEST PARKWAY	\$	10,000
8	Citywide	Advanced Transportation Management System	Signal Communications Equipment	FOSTER RANCH @ SOUTHWEST PARKWAY	\$	10,000
8	Citywide	Advanced Transportation Management System	Signal Communications Equipment	REPUBLIC OF TEXAS @ SOUTHWEST PARKWAY	\$	10,000
8	Citywide	Advanced Transportation Management System	Signal Communications Equipment	SOUTHWEST PARKWAY @ WILLIAM CANNON	\$	10,000
8	Citywide	Advanced Transportation Management System	Signal Communications Equipment	TX 71/ U.S.290 @ WILLIAM CANNON	\$	10,000
8	Citywide	Advanced Transportation Management System	Traffic Camera	Southwest Pkwy. from William Cannon Blvd. to MoPac Traffic Cameras	\$	15,000
8	Citywide	Signals Program	Uninterrupted Power Source	CAPITAL OF TEXAS @ LOOP 1 (ESR) SOUTH	\$	10,000
8	Citywide	Signals Program	Uninterrupted Power Source	CAPITAL OF TEXAS @ LOOP 1 (WSR) SOUTH	\$	10,000
8	Citywide	Signals Program	Uninterrupted Power Source	CAPITAL OF TEXAS @ LOST CREEK	\$	10,000
8	Citywide	Signals Program	Uninterrupted Power Source	CAPITAL OF TEXAS @ THE VILLAGE	\$	10,000
8	Citywide	Signals Program	Uninterrupted Power Source	CAPITAL OF TEXAS @ WALSH TARLTON	\$	10,000
8	Citywide	Signals Program	Uninterrupted Power Source	CAPITAL OF TEXAS @ WESTBANK	\$	10,000
8	Council Member Top Priorities	Advanced Transportation Management System	Adaptive Signal Control	Adaptive Signal Control for all signals in District 8	\$	834,000
8	G70	Signals Program	Pedestrian Hybrid Beacon	Walsh Tarlton Ln. @ Sanderling Trail	\$	75,000
8	G70	Signals Program	Signal	Walsh Tarlton Ln. @ Thousand Oaks Dr.	\$	165,000
8	G70	Sidewalk Program	Sidewalks	1104 - 1329 WALSH TARLTON LN	\$	139,920
8	G70	Sidewalk Program	Sidewalks	1200 - 1215 OLD WALSH TARLTON	\$	38,760
8	G70	Sidewalk Program	Sidewalks	1300 - 1309 OLD WALSH TARLTON	\$	40,680
8	G70	Sidewalk Program	Sidewalks	1700 - 1713 THOUSAND OAKS CIR	\$	36,960
8	G70	Sidewalk Program	Sidewalks	1700 - 1715 MISTYWOOD DR	\$	32,160
8	G70	Sidewalk Program	Sidewalks	1700 - 1815 STONERIDGE RD	\$	83,400
8	G70	Sidewalk Program	Sidewalks	1900 - 1919 STONERIDGE RD	\$	62,040
8	G70	Sidewalk Program	Sidewalks	3130 - 3139 HONEY TREE LN	\$	32,880
8	G70	Sidewalk Program	Sidewalks	3300 - 3319 TEXAS STAR LN	\$	24,120
8	G77	Sidewalk Program	Sidewalks	3809 - 4015 W WILLIAM CANNON DR	\$	73,320
8	G77	Sidewalk Program	Sidewalks	7000 - 7217 LOCHINVAR ST	\$	61,200
8	G77	Sidewalk Program	Sidewalks	7201 - 7319 BRODIE LN	\$	1,200
8	G77	Local Area Traffic Management Program	Traffic Calming	Bannockburn Drive from William Cannon Drive to Brodie Lane LATM	\$	9,600
2, 5, 8	Citywide	Advanced Transportation Management System	Traffic Camera	Slaughter Ln. from MoPac to IH 35 Traffic Cameras	\$	24,000
2, 5, 8	Citywide	Advanced Transportation Management System	Traffic Camera	William Cannon Dr. from Southwest Pkwy. to McKinney Falls Pkwy. Traffic Cameras	\$	54,000
3, 4, 5, 7, 8, 9, 10	Citywide	Travel Demand Management Program	Travel Demand Management	Smart Trips Program	\$	1,000,000
5, 7, 8, 10	Citywide	Advanced Transportation Management System	Traffic Camera	Loop 360 from MoPac to Lamar Blvd. Traffic Cameras	\$	18,000
5, 8	Citywide	Advanced Transportation Management System	Traffic Camera	Brodie Ln. from US 290 to Slaughter Ln. Traffic Cameras	\$	21,000
5, 8, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Barton Springs Rd. from MoPac to Congress Ave. Traffic Cameras	\$	3,000
					\$	2,955,240

Staff Recommended Projects

District	Project Subcategory	Program	Asset Type	Project Name	Cost
9	Citywide	Advanced Transportation Management System	Signal Communications Equipment	5TH ST @ PRESSLER	\$ 10,000
9	Citywide	Advanced Transportation Management System	Signal Communications Equipment	CAMPBELL @ 6TH	\$ 10,000
9	Citywide	Advanced Transportation Management System	Signal Communications Equipment	LAVACA @ 7TH	\$ 10,000
9	Citywide	Advanced Transportation Management System	Signal Communications Equipment	WEST LYNN @ 6TH	\$ 10,000
9	Citywide	Advanced Transportation Management System	Traffic Camera	5th St. & 6th St. from MoPac to IH 35 Traffic Cameras	\$ 18,000
9	Citywide	Signals Program	Uninterrupted Power Source	AIRPORT @ IH 35 (WSR)	\$ 10,000
9	Citywide	Signals Program	Uninterrupted Power Source	IH 35 @ RIVERSIDE (WSR)	\$ 10,000
9	Citywide	Signals Program	Uninterrupted Power Source	LAMAR @ 10TH	\$ 10,000
9	Citywide	Signals Program	Uninterrupted Power Source	Lamar @ 47th	\$ 10,000
9	Citywide	Signals Program	Uninterrupted Power Source	LAMAR @ 9TH	\$ 10,000
9	Citywide	Signals Program	Uninterrupted Power Source	LAMAR @ ML KING	\$ 10,000
9	Council Member Top Priorities	Signals Program	Pedestrian Hybrid Beacon	Riverside Dr. @ Alameda Dr.	\$ 75,000
9	Deferred ¼-Cent Projects	Urban Trails Program	Urban Trails	Seaholm District Pedestrian Railroad Crossing	\$ 275,000
9	G21	Sidewalk Program	Sidewalks	1700 - 1735 E 32ND ST	\$ 92,280
9	G21	Sidewalk Program	Sidewalks	3100 - 3119 WALNUT AVE	\$ 44,400
9	G21	Sidewalk Program	Sidewalks	3200 - 3225 WALNUT AVE	\$ 68,520
9	G21	Sidewalk Program	Sidewalks	3200 - 3421 LARRY LN	\$ 155,640
9	G8	Active Transportation Program	Bicycle Facilities	Speedway (38th to 46th) Bicycle Boulevard	\$ 197,000
9	G8	Sidewalk Program	Sidewalks	100 - 111 E 35TH ST	\$ 17,640
9	G8	Sidewalk Program	Sidewalks	100 - 117 E 41ST ST	\$ 16,920
9	G8	Sidewalk Program	Sidewalks	100 - 117 E 42ND ST	\$ 32,880
9	G8	Sidewalk Program	Sidewalks	100 - 119 W 35TH ST	\$ 21,600
9	G8	Sidewalk Program	Sidewalks	100 - 314 W 38TH HALF ST	\$ 110,880
9	G8	Sidewalk Program	Sidewalks	200 - 215 E 42ND ST	\$ 17,040
9	G8	Sidewalk Program	Sidewalks	200 - 215 W 42ND ST	\$ 19,200
9	G8	Sidewalk Program	Sidewalks	200 - 217 E 41ST ST	\$ 33,000
9	G8	Sidewalk Program	Sidewalks	200 - 221 E 39TH ST	\$ 40,800
9	G8	Sidewalk Program	Sidewalks	300 - 315 E 39TH ST	\$ 33,600
9	G8	Sidewalk Program	Sidewalks	300 - 315 E 41ST ST	\$ 34,440
9	G8	Sidewalk Program	Sidewalks	300 - 317 E 42ND ST	\$ 34,080
9	G8	Sidewalk Program	Sidewalks	300 - 317 W 41ST ST	\$ 32,760
9	G8	Sidewalk Program	Sidewalks	3400 - 3419 GROOMS ST	\$ 16,320
9	G8	Sidewalk Program	Sidewalks	3500 - 3711 CEDAR ST	\$ 11,160
9	G8	Sidewalk Program	Sidewalks	3500 - 3715 TOM GREEN ST	\$ 40,440
9	G8	Sidewalk Program	Sidewalks	3500 - 3716 GROOMS ST	\$ 16,920
9	G8	Sidewalk Program	Sidewalks	3500 - 3720 GRIFFITH ST	\$ 53,520
9	G8	Sidewalk Program	Sidewalks	3506 - 3707 HOME LN	\$ 33,000
9	G8	Sidewalk Program	Sidewalks	3900 - 3923 AVENUE C	\$ 38,040
9	G8	Sidewalk Program	Sidewalks	400 - 415 W 40TH ST	\$ 36,000
9	G8	Sidewalk Program	Sidewalks	400 - 514 W 38TH HALF ST	\$ 72,720
9	G8	Sidewalk Program	Sidewalks	4000 - 4021 AVENUE C	\$ 32,640
9	G8	Sidewalk Program	Sidewalks	4000 - 4021 AVENUE F	\$ 13,680
9	G8	Sidewalk Program	Sidewalks	4100 - 4121 AVENUE F	\$ 9,840
9	G8	Sidewalk Program	Sidewalks	500 - 515 W 40TH ST	\$ 19,920
9	Riverside Dr Corridor Study Area	Signals Program	Pedestrian Hybrid Beacon	Riverside Dr. @ Summit St.	\$ 75,000
1, 3, 4, 7, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Airport Blvd. from Lamar Blvd. to US 183 Traffic Cameras	\$ 30,000
1, 4, 7, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Dessau Rd./Cameron Rd. from Parmar Ln. to 51st St. Traffic Cameras	\$ 42,000
1, 9	Citywide	Advanced Transportation Management System	Signal Communications Equipment	LAVACA @ 13TH	\$ 10,000
1, 9	Citywide	Advanced Transportation Management System	Traffic Camera	15th St. from MoPac to IH 35 Traffic Cameras	\$ 15,000
1, 9	Citywide	Advanced Transportation Management System	Traffic Camera	26th St. from Guadalupe to IH 35 Traffic Cameras	\$ 3,000
1, 9	Citywide	Advanced Transportation Management System	Traffic Camera	MLK/FM 969 from Lamar Blvd. to Decker Ln. Traffic Cameras	\$ 6,000
1, 9	G21	Signals Program	Signal	Manor Rd. @ Walnut Ave.	\$ 165,000
2, 3, 5, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Congress Ave. from 11th St. to Slaughter Ln. Traffic Cameras	\$ 15,000
2, 3, 5, 9	Citywide	Advanced Transportation Management System	Traffic Camera	S First St./Guadalupe St./Lavaca St. from Lamar Blvd to Slaughter Ln. Traffic Cameras	\$ 24,000

Staff Recommended Projects

District	Project Subcategory	Program	Asset Type	Project Name	Cost
3, 4, 5, 7, 8, 9, 10	Citywide	Travel Demand Management Program	Travel Demand Management	Smart Trips Program	\$ 1,000,000
3, 5, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Riverside Dr. from Lamar Blvd. to Ben White Blvd. Traffic Cameras	\$ 12,000
3, 9	Citywide	Signals Program	Uninterrupted Power Source	CESAR CHAVEZ (1ST) @ IH 35 (WSR)	\$ 10,000
3, 9	Citywide	Signals Program	Uninterrupted Power Source	IH 35 @ 6TH (WSR)	\$ 10,000
3, 9	All Ages & Abilities Network	Active Transportation Program	Bicycle Facilities	Riverside (I35 to Ben White) Protected Bicycle Lanes	\$ 400,000
4, 5, 7, 9, 10	Citywide	Advanced Transportation Management System	Traffic Camera	Lamar Blvd. from Parmer Ln. to Panther Trl. Traffic Cameras	\$ 21,000
4, 7, 9, 10	All Ages & Abilities Network	Active Transportation Program	Bicycle Facilities	Northloop/53rdHancock (Valley Oak to I35) Protected Bicycle Lane	\$ 200,000
5, 8, 9	Citywide	Advanced Transportation Management System	Traffic Camera	Barton Springs Rd. from MoPac to Congress Ave. Traffic Cameras	\$ 3,000
7, 9	Citywide	Signals Program	Uninterrupted Power Source	LAMAR @ 51ST	\$ 10,000
7, 9, 10	Citywide	Advanced Transportation Management System	Traffic Camera	Burnet Rd./FM 1325 from Loop 1 to 45th St. Traffic Cameras	\$ 27,000
9, 10	Citywide	Advanced Transportation Management System	Traffic Camera	35th St/38th St/38th Half St Traffic Cameras	\$ 15,000
					\$ 3,957,880

Staff Recommended Projects

District	Project Subcategory	Program	Asset Type	Project Name	Cost	
10	Citywide	Advanced Transportation Management System	Signal Communications Equipment	LAKEWOOD @ FM 2222	\$	10,000
10	Citywide	Signals Program	Uninterrupted Power Source	CAPITAL OF TEXAS @ COURTYARD	\$	10,000
10	Citywide	Signals Program	Uninterrupted Power Source	CAPITAL OF TEXAS @ RM 2222 (WSR)	\$	10,000
10	Citywide	Signals Program	Uninterrupted Power Source	CAPITAL OF TEXAS @ US 183 (WSR)	\$	10,000
10	Council Member Top Priorities	Advanced Transportation Management System	Adaptive Signal Control	Adaptive Signal Control for all signals in District 10	\$	906,000
10	G47	Arterial Streets Geometric Improvements Program	Intersection Improvements	Remove split-phase at Hart and Far West	\$	5,000
10	G47	Signals Program	Signal	Hart Ln. @ North Hills Dr.	\$	165,000
10	G47	Active Transportation Program	Bicycle Facilities	Far West (Mopac to Chimney Corners) Protected Bicycle Lane	\$	197,333
1, 4, 7, 10	Citywide	Advanced Transportation Management System	Traffic Camera	Braker Ln. from US 183 to Dessau Rd. Traffic Cameras	\$	30,000
3, 4, 5, 7, 8, 9, 10	Citywide	Travel Demand Management Program	Travel Demand Management	Smart Trips Program	\$	1,000,000
4, 5, 7, 9, 10	Citywide	Advanced Transportation Management System	Traffic Camera	Lamar Blvd. from Parmer Ln. to Panther Trl. Traffic Cameras	\$	21,000
4, 6, 7, 10	Citywide	Advanced Transportation Management System	Traffic Camera	RM 2222 from FM 620 to Airport Blvd. Traffic Cameras	\$	33,000
4, 7, 9, 10	All Ages & Abilities Network	Active Transportation Program	Bicycle Facilities	Northloop/53rdHancock (Valley Oak to I35) Protected Bicycle Lane	\$	200,000
5, 7, 8, 10	Citywide	Advanced Transportation Management System	Traffic Camera	Loop 360 from MoPac to Lamar Blvd. Traffic Cameras	\$	18,000
7, 9, 10	Citywide	Advanced Transportation Management System	Traffic Camera	Burnet Rd./FM 1325 from Loop 1 to 45th St. Traffic Cameras	\$	27,000
9, 10	Citywide	Advanced Transportation Management System	Traffic Camera	35th St/38th St/38th Half St Traffic Cameras	\$	15,000
					\$	2,657,333

## **RESOLUTION NO. 20150618-093**

**WHEREAS**, vehicle miles traveled has almost quadrupled from 1980 to 2010, annual hours of delay has seen an almost 12 fold increase during that same time period, and our travel time index is at 1.32, taking us about 32% longer to make a trip during congested periods and ranking us 4<sup>th</sup> highest in travel time in the country; and

**WHEREAS**, there is a need for lower cost, more immediate congestion relief while we tackle long-term issues. And because no single fix will address our problem, we must provide more options to build a better-connected system of roads, buses, transit, and sidewalk and bicycle infrastructure; and

**WHEREAS**, example solutions include:

1. Redesigning streets and intersections to improve traffic flow through improved signal light management and turn lanes;
2. Encouraging employers to avoid peak traffic for their employees with flexible hours, work days and telecommuting;
3. Building needed sidewalk and bike infrastructure;
4. Putting more emphasis on maintaining and improving existing roads; and
5. Improving access to Metro Rapid and other bus routes.

**WHEREAS**, the City has 10 new geographic districts with varying needs and priorities and there is the will to provide for transportation solutions across all districts; and

**WHEREAS**, Capital Metropolitan Transportation Authority (Capital Metro) imposes a one cent sales tax on sales within the limits of the City of Austin and in the early 2000s, Capital Metro and the City entered into an interlocal agreement whereby Capital Metro would pay to the City its pro rata share of 25% (1/4 Cent) of its sales tax from the years 2001-2004 to carry out various approved transportation projects; and

**WHEREAS**, the total amount of the "1/4 Cent" funding was \$139.4 million, of which \$113.4 million has been spent to date and approximately \$4.3 million is obligated to authorized work, leaving \$21.7 million; and

**WHEREAS**, the interlocal agreement with Capital Metro allows the City to modify the projects for which the funds may be used and also established that each transportation project be located in the Capital Metro service area and meet one or more of the following criteria:

1. Enhances regional mobility;
2. Supports public transit;
3. Provides leverage for federal or private funds;
4. Adds to an existing program; or
5. Expedites a critical mobility project.

**WHEREAS**, the City has launched a Traffic Congestion Action Plan to reduce congestion using a variety of tools (short term methods coupled with a mid-long term strategy); **NOW, THEREFORE**,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

The City Manager is directed after approval by Council to develop a proposal to disperse equitably across all Council Districts the remainder \$21.8 Million from the Capital Metro 1/4 Cent Fund to pay for infrastructure improvement projects that address district specific and/or citywide priorities for improving mobility as determined by each Council District Member and the Mayor. The City Manager shall provide the list of proposed projects including a description of the contributing impact and purpose the proposed projects are addressing, to the Mobility Committee for review no later than August 5th, 2015 and the Committee will forward recommendations to Council for action no later than August 27, 2015.

**BE IT FURTHER RESOLVED:**

The City Manager shall identify projects for which the funding can be used that address the following purposes:

- Transportation safety
- Improved access to schools
- New traffic signals
- Existing infrastructure needs
- Traffic calming
- Improved access to transit
- Other transportation/mobility needs as outlined in the 1/4 Cent Fund interlocal agreement criteria with Capital Metro, those being:

1. Enhances regional mobility;

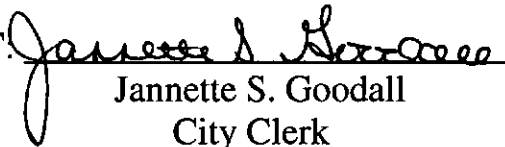
2. Supports public transit;
3. Provides leverage for federal or private funds;
4. Adds to an existing program; or,
5. Expedites a critical mobility project.

**BE IT FURTHER RESOLVED:**

The City Manager shall provide staff from the City's Transportation Department and Public Works Department to work with the Mayor and Council Offices to identify individual District needs and/or potential projects that meet the purposes for use of the ¼ Cent funds, including citywide projects (urban and suburban) that impact all parts of the city. The projects presented during the public comment to Mobility Committee on June 3, 2015 are included as examples of projects that should be included in evaluation for each district / citywide.

**ADOPTED:** June 18, 2015

**ATTEST:**

  
Jannette S. Goodall  
City Clerk